

**RULES
OF
TENNESSEE WILDLIFE RESOURCES AGENCY
BOATING**

**CHAPTER 1660-2-3
RULES AND REGULATIONS GOVERNING CLASSIFICATION OF
VESSELS AND EQUIPMENT AND LIGHTS REQUIRED**

TABLE OF CONTENTS

1660-2-3-.01	Classifications	1660-2-3-.05	Backfire Flame Control
1660-2-3-.02	Lights	1660-2-3-.06	Fire Extinguishers
1660-2-3-.03	Flotation Devices	1660-2-3-.07	Rules of Road
1660-2-3-.04	Whistle and/or Sound Device		

1660-2-3-.01 CLASSIFICATION. Vessels subject to the provisions of these regulations shall be classified into four classes as follows:

- (1) Class A - Less than 16 feet in length;
- (2) Class 1 - 16 feet or over, but less than 26 feet in length;
- (3) Class 2 - 26 feet or over, but less than 40 feet in length;
- (4) Class 3 - 40 feet or over, but not more than 65 feet in length.

Authority: T.C.A. §51-134. **Administrative History:** Original rule certified May 8, 1974. Amendment filed November 20, 1975; effective December 20, 1975.

1660-2-3-.02 LIGHTS.

- (1) Every motorboat when underway from sunset to sunrise and during periods of restricted visibility shall carry and exhibit the following lights, and during such time no other light which may be mistaken for those prescribed shall be exhibited:
 - (a) Power Drive Vessels:
 1. Boats built before December 25, 1981 and less than 20 meters (65'6") shall exhibit navigation lights as displayed in figure 1,2, or 3 of Appendix 1.
 2. Boats built after December 25, 1981 and less than 12 meters (39'4") in length may use figure 1,2, or 3 of Appendix 1.
 3. Boats built after December 25, 1981, 12 meters (39'4") or more in length but less than 20 meters (65'6") must use figure 1 or 2 of Appendix 1.
 - (b) Sailing vessels and vessels Under Oars:
 1. A sailing vessel, under sail alone, shall exhibit the lights shown in figure 4, 5, or 6 of Appendix 1.
 2. A vessel under oars or a sailing vessel of less than 7 meters (22'10") shall, if practicable, exhibit the lights prescribed in figure 4, 5, or 6. However, if she does not, she shall have

(Rule 1660-2-3-.02, continued)

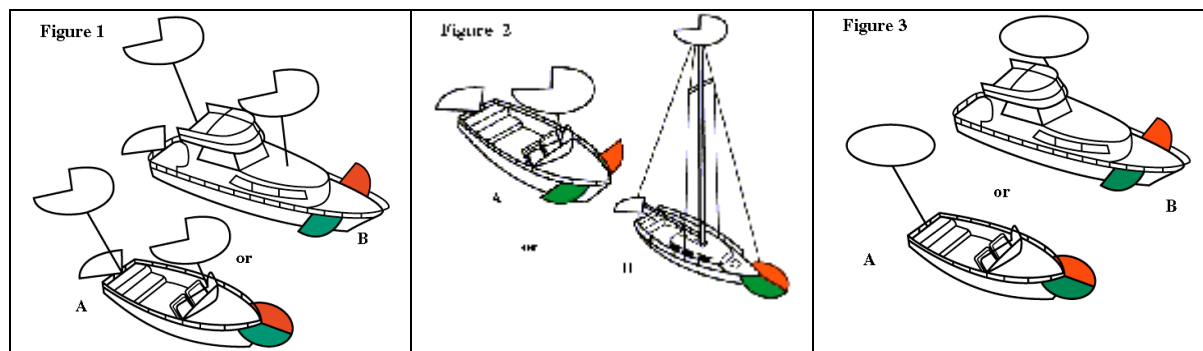
ready at hand an electric light or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collisions as shown in figure 7 of Appendix 1.

3. Vessels 12 meters (39'4") and over, during daylight operation and utilizing sail and machinery, must display the day shape of a black cone pointing down.
- (c) Lights Required While Anchored: An anchor light is an all-round white light, visible for 2 miles, which is exhibited in the forepart of the vessel or where it can best be seen.
1. Power driven and sailing vessels less than 7 meters (22'10") must display an anchor light when anchored in or near a narrow channel, fairway or anchorage where other vessels normally navigate.
 2. Power driven and sailing vessels 7 - 20 meters (22'10" to 65'6") are required to show an anchor light except when in a special anchorage area designated by the Secretary of Transportation or other authority.
- (d) A masthead light, and all-round light, and a stern light shall be white lights; combination bow lights or side lights shall be red on the port side and green on the starboard side: the range and degree of visibility of lights shall be as defined in the chart in Appendix 1.

APPENDIX 1

Note: If the lighting display I figure one is used, the aft masthead light must be higher than the forward one; if figure two is selected, a vessel less than 12 meters (39'4") MUST HAVE the masthead light 1 meter (3'3") higher than the colored lights. If the vessel is using figure two and is 12 meters (39'4") or more in length but less than 20 meters (65'6") then the masthead light must be 2.5 meters (8'2") higher than the gunwhale.

Note: A sail vessel under machinery power and sails is considered a powerdriven vessel.



(Rule 1660-2-3-.02, continued)

<p>Figure 4</p>	<p>Figure 5</p>	<p>Figure 6</p>														
	<p style="text-align: center;">Range and Degree of Visibility of Lights</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Visible Range</th> <th>Degrees</th> </tr> </thead> <tbody> <tr> <td>Masthead light</td> <td>2/3</td> <td>225/225</td> </tr> <tr> <td>All-round light</td> <td>2/2</td> <td>360/360</td> </tr> <tr> <td>Side lights</td> <td>1/2</td> <td>112.5/112.5</td> </tr> <tr> <td>Stern Light</td> <td>2/2</td> <td>135/135</td> </tr> </tbody> </table> <p style="text-align: center;">or</p>	Location	Visible Range	Degrees	Masthead light	2/3	225/225	All-round light	2/2	360/360	Side lights	1/2	112.5/112.5	Stern Light	2/2	135/135
Location	Visible Range	Degrees														
Masthead light	2/3	225/225														
All-round light	2/2	360/360														
Side lights	1/2	112.5/112.5														
Stern Light	2/2	135/135														

Authority: T.C.A. §51-134. **Administrative History:** Original rule certified May 8, 1974. Amendment filed May 27, 1983; effective June 27, 1983.

1660-2-3-.03 FLOTATION DEVICES.

- (1) The operator of a vessel, when carrying passengers for hire, shall provide a United States Coast guard approved life preserver for each person on board, and unless the service is such that children are never carried, with an additional number of approved life preservers suitable for children equal to at least 10 percent of the total number of person carried.
- (2) No person shall use a vessel (which is not carrying persons for hire) unless at least one Coast guard approved personal flotation device Type I, II, III, or V is carried for each person on board. Type V devices must meet the requirements listed in paragraph (6) "exemptions" section below.
- (3) All vessels of Class 1, 2, or 3 (except canoes and kayaks) must carry at least one type IV flotation device on board.
- (4) All Personal Flotation devices carried on board vessels operating within the state shall be in good and serviceable condition, and of an appropriate size for the persons who intend to wear them. Wearable PFD's shall be readily accessible and throwable devices shall be immediately available for use.
- (5) Personal Flotation devices (PFD') are classified and marked by "Type" according to their performance as indicated below. The marking label attached to the PFD must indicate a U.S. Coast guard approval number.

(Rule 1660-2-3-.03, continued)

- (a) Type I - a wearable device which has the greatest required buoyancy and is designed to turn most unconscious persons in the water from a face down position to a vertical and slightly backward position. The adult size provides a minimum buoyancy of 22 pounds and the child size provides a minimum buoyancy of 11 pounds.
 - (b) Type II - a wearable device which is designed to turn the wearer to a vertical and slightly backwards position in the water. The turning action is not as pronounced as with the Type I and the device will not turn many persons under the same conditions as the Type I. An adult size device provides a minimum buoyancy of 15 1/2 pounds and the child size provides a minimum buoyancy of 7 pounds.
 - (c) Type III - a wearable device designed so that the wearer can place himself or herself in a vertical and slightly backward position, and the device will maintain the wearer in that position and have no tendency to turn the wearer face down. A Type III device has the same buoyance as the Type II PFD.
 - (d) Type IV - a throwable device designed to be grasped and held by the user until rescued. It can also be thrown to a person who has fallen overboard.
 - (e) Type V - A type V PFD is any PFD approved for restricted use and is acceptable only when used in the activity for which it was approved.
- (6) Exemptions:
- (a) Racing shells, rowing sculls, racing canoes and racing kayaks are exempted from the requirements for carriage of any Type PFD, racing shell, rowing scull, racing canoe, and racing kayak means a manually propelled vessel that is recognized by national or international racing associations for use in competitive racing and one in which all occupants row, scull, or paddle, with the exception of a coxswain, if one is provided, and is not designed to carry and does not carry any equipment not solely for competitive racing.
 - (b) A Type V PFD may be carried in lieu of any PFD required provided the approval label on the Type V PFD indicated that the device is approved:
 - 1. For the activity in which the vessel is being used or as a substitute for a PFD of the Type required on the vessel in use.
 - 2. The PFD is used in accordance with any requirements on the approval label.
 - 3. The PFD is used in accordance with requirements in its owner's manual, if the approval label makes reference to such a manual.
 - (c) Sailboards are exempted from the requirements for any carriage of any Type PFD. A sailboard means a sail propelled vessel with no freeboard and equipped with a swivel mounted mast not secured to a hull by guys or stays.
 - (d) Vessels of the United States used by foreign competitors while practicing for or racing in competition are exempted from these carriage requirements provided the vessel carries one of the sponsoring foreign country's acceptable flotation devices for each foreign competitor on board.

Authority: T.C.A. §§69-10-209 and 70-1-206. **Administrative History:** Original rule certified May 8, 1974. Amendment filed March 2, 1978; effective April 1, 1978. Amendment filed May 19, 1980; effective July 3, 1980.

(Rule 1660-2-3-.03, continued)

Amendment filed May 27, 1983; effective June 27, 1983. Amendment filed September 26, 1996; effective December 10, 1996.

1660-2-3-.04 SOUND SIGNALING APPLIANCES FOR VESSELS LESS THAN 20 METERS (65'6").

- (1) A vessel of 12 meters (39'4") or more in length but less than 20 meters (65'6") shall be provided with a whistle and a bell. The whistle and the bell shall comply with the specifications listed in Annex 3 of the Inland Navigational Rules Act of 1980 (33 USC 2001).
- (2) A vessel of less than 12 meters (39'4") in length shall not be obliged to carry the sound signaling appliances prescribed above, but if she does not, she shall be provided with some other means of making an efficient sound signal.

Authority: T.C.A. §§51-134 and 69-10-209. **Administrative History:** Original rule certified May 8, 1974. Repeal and new rule filed May 27, 1983; effective June 27, 1983.

1660-2-3-.05 BACKFIRE FLAME CONTROL.

- (1) Every gasoline engine installed in a motorboat or motor vessel after April 25, 1940, except outboard motors, shall be equipped with an efficient means of backfire flame control. Installations made before November 19, 1952, need not meet the detailed requirements of this subpart and may be continued in use as long as they are in good condition. The following are acceptable means of backfire flame control for gasoline engines:
 - (a) A backfire flame arrestor specifically approved by the U. S. Coast Guard. The flame arrestor shall be suitably secured to the air intake with flame tight connections.
 - (b) An engine air and fuel intake system which provides adequate protection from propagation of backfire flame to the atmosphere equivalent to that provided by an approved flame arrestor. A gasoline engine which has such an air and fuel intake system and which is to be operated without an approved flame arrestor shall be labeled to meet requirements of the U. S. Coast Guard.
 - (c) Any attachment to the carburetor or location of the engine air intake by means of which flames caused by engine backfire will be dispersed to the atmosphere outside the vessel in which a way that the flames will not endanger the vessel or persons on board. All attachments shall be metallic construction with flame tight connections and firmly secured to withstand vibration, shock and engine backfire. Such installations do not require formal approval but will be accepted by the law enforcement officers on the basis of this subpart.
- (2) All motorboats or motor vessels, except open boats, the construction or decking over of which is commenced after April 25, 1940, and which use fuel having a flash point of 100°F. or less, shall have at least 2 ventilator ducts fitted with cowls or their equivalent for the efficient removal of explosive or inflammable gases from the bilges of every engine and fuel tank compartment. There shall be at least one exhaust duct installed so as to extend from the open atmosphere to the lower portion of the bilge and at least one intake duct installed so as to a point at least midway or at least below the level of the carburetor air intake. The cowls shall be located and trimmed for maximum effectiveness so as to prevent displaced fumes from being recirculated.
 - (a) However, boats built after July 31, 1978, shall not have to comply with the requirements for fuel tank compartments that-
 1. contain a permanently installed fuel tank if each electrical component is ignition protected; and,

(Rule 1660-2-3-.05, continued)

2. contain fuel tanks that vent to the outside of the boat.
- (b) In addition, boats built after July 31, 1980, which are in compliance with the following regulations shall be exempt from the requirement of 1660-2-3-.05, paragraph (2).
- (3) No person may operate a boat built after July 31, 1980, that has a gasoline engine for electrical generation, mechanical power, or propulsion unless it is equipped with an operable ventilation system that meets the following requirements;
 - (a) Each compartment in a boat that has a permanently installed gasoline engine with a cranking motor must-
 1. be open to the atmosphere; or
 2. be ventilated by one or more power exhaust blower systems which meet the standards set up in CFR 183.610.
 - (b) Each intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal level of accumulated bilge water.
 - (c) Each boat that is required to have an exhaust blower must have a label that-
 1. is located as close as practicable to each ignition switch;
 2. is in plain view of the operator; and
 3. has at least the following information:

Warning-Gasoline Vapors Can Explode. Before Starting Engine Operate Blower for 4 Minutes and Check Engine Compartment Bilge for Gasoline Vapors.
- (4) Except for compartments open to the atmosphere, a natural or power ventilation system must be provided for each compartment in a boat that-
 - (a) contains a permanently installed gasoline engine;
 - (b) has openings between it and a compartment that requires ventilation; except that an accommodation compartment above a compartment requiring ventilation by a deck or other structure does not have to comply;
 - (c) contains a permanently installed fuel tank where an electrical component is not ignition protected;
 - (d) contains a fuel tank that vents into that compartment; or
 - (e) contains a non-metallic fuel tank with an aggregate permeability rate greater than the allowable standards established in CFR 183.620.
- (5) Natural ventilation means an airflow in a compartment in a boat achieved by having a-
 - (a) supply opening or duct from the atmosphere or from a ventilated compartment or from a compartment that is open to the atmosphere; and

(Rule 1660-2-3-.05, continued)

- (b) an exhaust opening into another ventilated compartment or an exhaust duct to the atmosphere.
- (c) Each exhaust opening or exhaust duct must originate in the lower one third of the compartment.
- (d) Each supply opening or supply duct and each exhaust opening or exhaust duct in a compartment must be above the normal accumulation of bilge water and be able to move the rate of air required as computed in CFR 183.630.
- (e) Each natural ventilation system must be constructed so that-
 - 1. each supply opening is forward facing and located on the exterior surface of a boat; or
 - 2. air will flow into or out of the supply openings at the necessary rate (as computed in CFR 183.630) when the boat is in a wind flowing from bow to stern at a velocity of 10 miles per hour when the engine is not operating.
- (6) As used in this section, the term "open boats" means those motorboats or motor vessels with all engine and fuel tank compartments and other spaces to which explosive or flammable gases and vapors from these compartments may flow, open to the atmosphere so as to prevent the entrapment of such gases and vapors within the vessel.
- (7) Where alterations are needed for existing motorboats or motor vessels to comply with these requirements they shall be accomplished as soon as practicable but in any case shall be completed by June 1, 1966.

Authority: T.C.A. §51-134. **Administrative History:** Original rule certified May 8, 1974. Amendment filed June 11, 1981; effective July 27, 1981.

1660-2-3-.06 FIRE EXTINGUISHERS.

- (1) All motorboats carrying passengers for hire must carry the correct number and type of fire extinguishers for a vessel of its size.
- (2) All motorboats 26 feet in length or longer shall carry the correct number and type of fire extinguisher for a vessel of its size.
- (3) Fire extinguishers are required on all motorboats which have compartments wherein explosive or flammable gases or vapors can be entrapped, such as:
 - (a) closed compartments under thwarts and seats wherein fuel tanks may be stored;
 - (b) double bottoms not sealed to the hull or which are not completely filled with flotation material;
 - (c) closed living spaces;
 - (d) closed stowage compartments in which combustible or flammable materials are stowed;
 - (e) permanently installed fuel tanks which are defined as:
 - 1. when the tank is secured to the deck so that tools are required to remove it;

(Rule 1660-2-3-.06, continued)

2. when the fill tube is connected to the boat and tank so that screws or bolts must be loosened to remove the tank;
 3. when the filled tank cannot be easily or readily handled by one person on board.
- (4) Any vessel may substitute one BII hand portable fire extinguisher for two BI hand portable fire extinguishers.
- (5) All motorboats shall carry at least the minimum number of hand portable fire extinguishers as set forth below, except that motorboats less than 26 feet in length, propelled by outboard motors and not carrying passengers for hire need not carry such portable fire extinguishers if the construction of such motorboat will not permit the entrapment of explosive or flammable gases or vapors.

Minimum Number of BI Hand Portable Fire Extinguishers Needed

Class of Motorboat	No fixed fire Extinguishing system in machinery spaces	With fixed fire extinguishing system in machinery spaces
A	1	0
1	1	0
2	2 or 1 BII	1
3	3 or 1 BII and 1 BI	2 or 1 BII

Examples of minimum size graduations for some of the typical hand portable fire extinguishers are set forth below:

Classification		Foam (gallons)	Carbon dioxide (pounds)	Dry chemical (pounds)
Type	Size			
B	I	1¼	4	2
B	II	2½	15	10
B	III	12	35	20

- (6) Dry chemical stored pressure type fire extinguishers not fitted with pressure gauges or indicating devices do not meet the legal requirements.
- (7) Vaporizing liquid type fire extinguishers containing carbon tetrachloride, chlorobromomethane, or other toxic vaporizing liquids are prohibited for carriage on vessels.

Authority: T.C.A. § 51-134. **Administrative History:** Original rule certified May 8, 1974. Amendment filed June 11, 1981; effective July 27, 1981.

1660-2-3-.07 RULES OF ROAD.

- (1) The statutory rules of the road, which have been enacted by the Congress to prevent collision of vessels on navigable waters of the United States must be observed by operators of vessels which are subject to these regulations. The following regulations outline specific requirements set for in these rules.
 - (a) In narrow channels, when it is safe and practicable, every vessel shall keep to the right of the middle of the channel.
 - (b) When vessels are approaching each other head on, or nearly, so each shall be operated to pass the other on the port (left) side at a distance and speed so that the wake of each will not endanger the other.
 - (c) When a vessel desires to pass another traveling in the same direction, the overtaking vessel shall keep clear of the overtaken vessel and shall not pass until it is safe to do so, and then at such speed and distance so as not to endanger the overtaken vessel. The overtaken vessel shall maintain its course and speed until the overtaking vessel has safely passed. An overtaking situation shall exist whenever a vessel approaches another from any direction more than two points abaft the beam of the other vessel.
 - (d) A crossing situation shall exist when two vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one vessel is overtaking another. In a crossing situation, the vessel which has the other on her own port (left) side shall hold her course and speed; and the vessel which has the other on her own starboard (right) side shall keep out of the way of the other directing her course to starboard so as to cross the stern of the other vessel, or stop and reverse if necessary to avoid collision.
 - (e) The following vessels shall be deemed to have the right-of-way (listed in order):
 1. vessels being overtaken
 2. vessels restricted in maneuverability
 3. sailing vessels
 4. Power driven vessels not restricted in maneuverability
 5. Seaplanes
 - (f) In further determination of right-of-way, vessels shall use the rules listed below whenever possible but shall deviate and take whatever steps necessary, to avoid a collision. In all situation, five or more whistle blasts mean danger or that confusion exists concerning the action of another vessel's intention to maneuver. Three whistle blasts mean "my engines are in reverse."
 1. Meeting Situations
 - (i) Vessels will generally meet and pass port to port.
 - (ii) One whistle blast: pass port to port
 - (iii) Two blasts: pass starboard

(Rule 1660-2-3-.07, continued)

- (iv) On the Mississippi River, vessels traveling with the current have the right-of-way and will sound the first signal.
- 2. Overtaking Situations.
 - (i) The vessel being overtaken has the right-of-way.
 - (ii) The vessel being overtaken must hold its course and speed..
 - (iii) One whistle blast: I will pass on your starboard.
 - (iv) Two blasts: I will pass on your port..
- 3. Crossing Situations:
 - (i) The general rule for crossing situations is that the vessel on the right has the right-of-way. However, this may change depending on the vessels involved as show in subparagraph (e) of this subsection.
 - (ii) On the Mississippi River, vessels intending to cross the river must keep out of the way of power driven vessels traveling up or down the river.
 - (iii) One whistle blast confirms that the crossing will be completed with the vessels remaining on the port sides.
 - (iv) The vessel which has the right-of-way must hold course and speed in a crossing situation.
- (2) Vessels operating in areas designated as “Slow-No wake” shall be governed by the following definitions;
 - (a) “Slow-No wake” shall be defined as a vessel traveling at or below idle speed, or at such speed that the boat or its wake (waves) is not sufficient to cause possible injury or damage to other persons, boats, or property.
- (3) Vessels may not be used, operated, or anchored in such a way that interferes with or blocks vessel traffic in designated channels.

Authority: T.C.A. §§69-10-109 and 70-1-206. **Administrative History:** Original rule certified May 8, 1974. Amendment filed May 27, 1983; effective June 27, 1983. Amendment filed April 16, 1993; effective May 31, 1993. Amendment filed February 28, 1996; effective May 13, 1996.